

Decision Matrix:

The Decision Matrix indicates that the Hybrid SPUI alternative best satisfies the Purpose and Need Statement, and Project Goals, and that is the recommended alternative. The matrix was based off of the following criteria:

- » **Capital cost**
- » **Impact to private properties/local businesses**
- » **Traffic operations**
- » **Facility maintenance**
- » **Pedestrians and bicycles**
- » **Maintenance of traffic**
- » **Functional life**
- » **Driver expectation**
- » **Environmental impacts**
- » **Safety**
- » **Consistency with the long range transportation plan**
- » **Community and government expectations**

Purpose & Need:

Project Purpose:

- » **To accommodate existing and future travel demand at the Seward Highway/36th Avenue intersection in Midtown Anchorage**

Need for the Project:

- » **Relieve unacceptable traffic congestion**
- » **Improve operational and travel efficiencies**
- » **Remedy safety problems associated with the intersection, including pedestrian and bicycle crossings**

We want to hear from YOU!

- » **Submit a comment today at www.sewardand36th.com**
- » **Contact Sean Holland DOT & PF Project Manager**
Phone: (907) 269-0670
Email: sean.holland@alaska.gov

Notes:

[illegible]

Seward & 36th

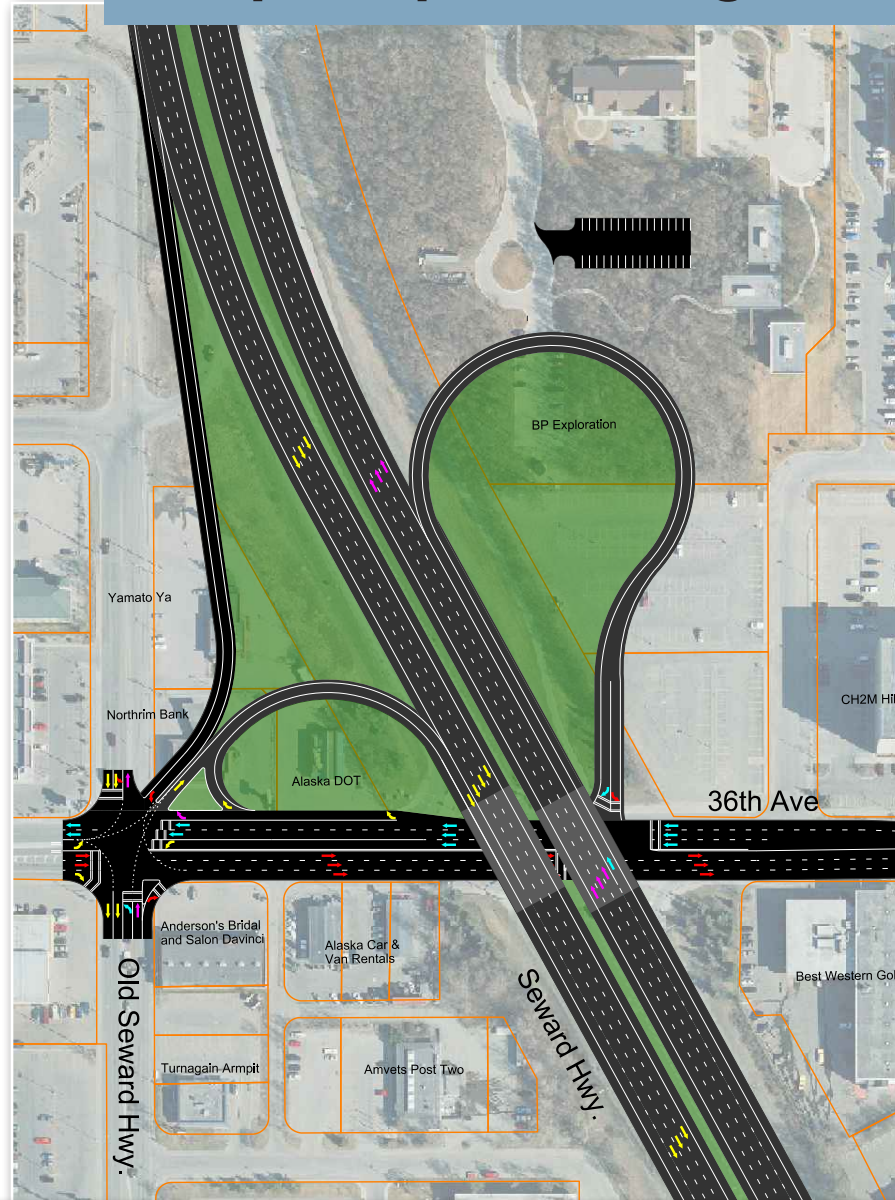
IMPROVEMENTS

Public Open House

June 16, 2014

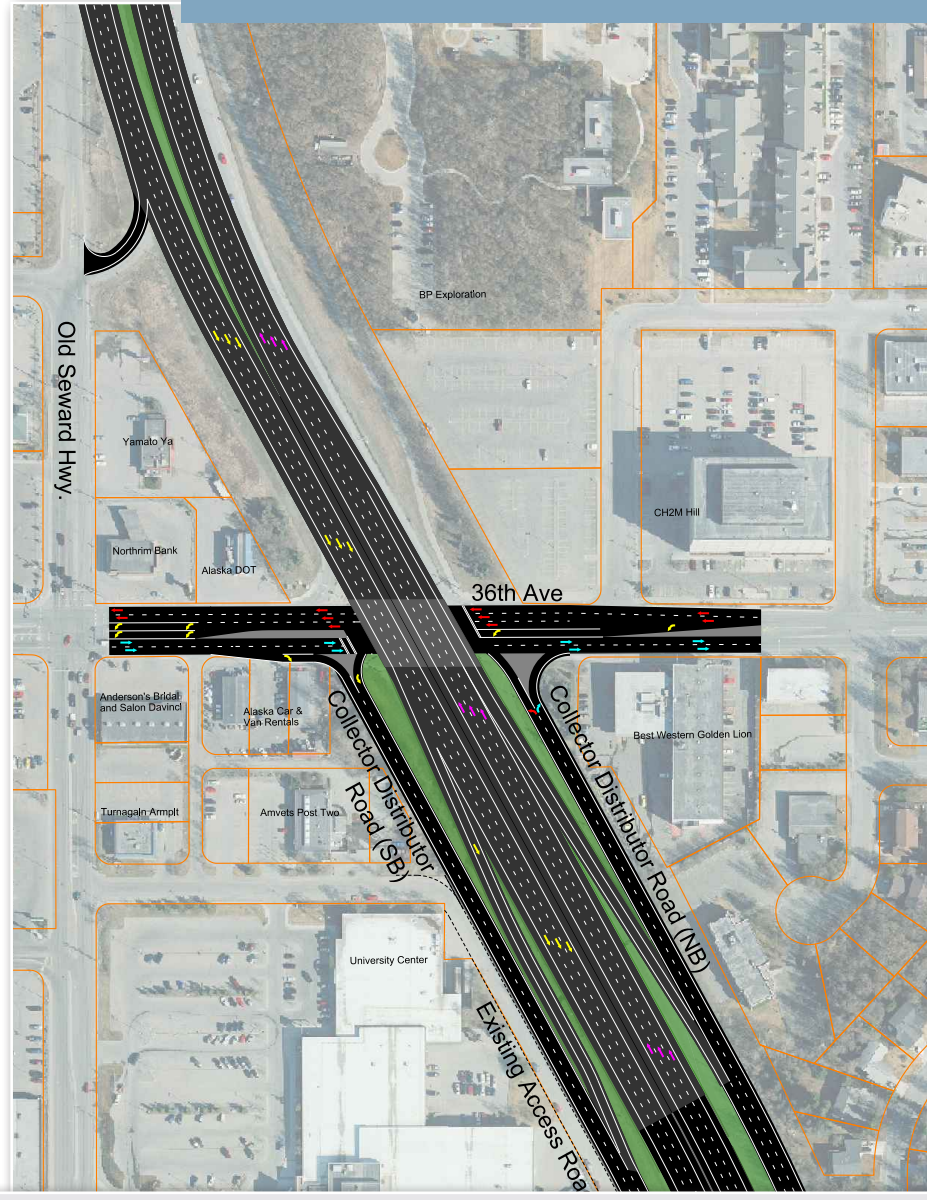
www.sewardand36th.com

Loop Ramp Interchange



- » **COST:** \$50-55M
- » **PROPERTY IMPACTS:** Impacts at least 6 properties
- » **TRAFFIC OPERATIONS:** Would require better signal timing at 36th Avenue and Old Seward
- » **FACILITY MAINTENANCE:** More lane mileage; challenge to plow because of retaining walls
- » **PEDESTRIAN AND BICYCLES:** Reduces bike/ped conflicts--a more predictable intersection for non-motorized traffic
- » **TRAFFIC MAINTENANCE:** Would move traffic better if other area improvements were made
- » **DRIVER EXPECTANCY:** Lack of access to and from the north
- » **ENVIRONMENTAL:** Likely no impact to wetlands or critical habitat
- » **SAFETY:** 39 conflict points (26 crossing, 13 meeting, but 36 of the 39 are at the 36th Avenue and Old Seward intersection)

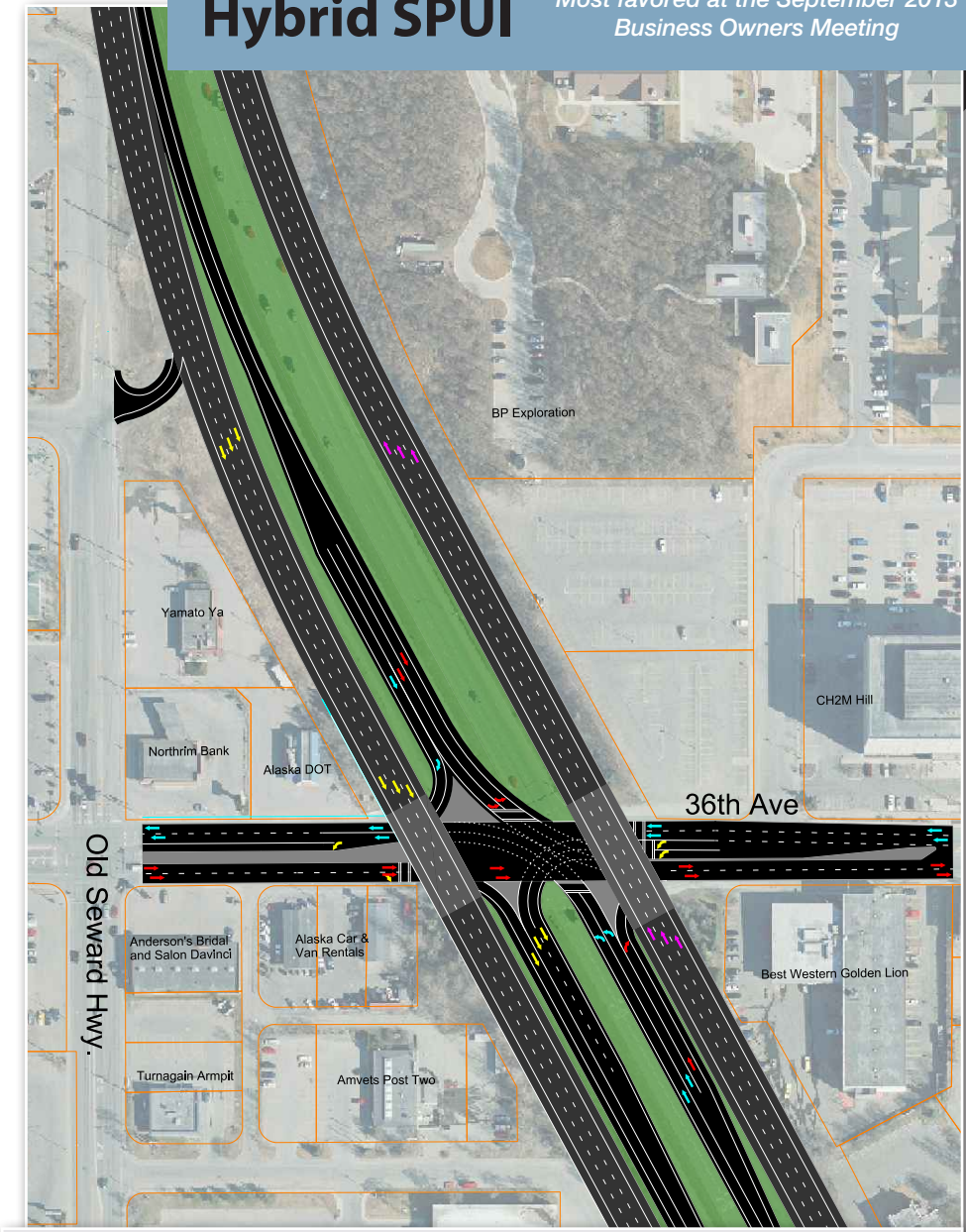
Half SPUI



- » **COST:** \$60-70M
- » **PROPERTY IMPACTS:** Impacts at least 3 properties
- » **TRAFFIC OPERATIONS:** Does not improve conditions at Northern Lights/Benson
- » **FACILITY MAINTENANCE:** Straightforward maintenance, but with more lane miles
- » **PEDESTRIAN AND BICYCLES:** Uninterrupted bike and pedestrian traffic
- » **TRAFFIC MAINTENANCE:** Functions at designed level of service in 2035
- » **DRIVER EXPECTANCY:** Weave on CD road requires quick movement at slow speed; earlier than expected exit ramp
- » **ENVIRONMENTAL:** Would have environmental impacts if property purchased for Phase II
- » **SAFETY:** 44 conflict points (27 crossing, 17 merging)
- » Access to 34th Avenue maintained

Hybrid SPUI

Most favored at the September 2013 Business Owners Meeting



- » **COST:** \$50-60M
- » **PROPERTY IMPACTS:** Impacts at least 3 properties
- » **TRAFFIC OPERATIONS:** Left hand on-off ramps
- » **FACILITY MAINTENANCE:** More snow storage between north- and south-bound highway lanes
- » **PEDESTRIAN AND BICYCLES:** Similar bike/ped access to a typical 4-legged intersection, although slightly longer distances
- » **TRAFFIC MAINTENANCE:** Functions at designed level of service in 2035
- » **DRIVER EXPECTANCY:** Higher possible driver confusion initially
- » **ENVIRONMENTAL:** Likely no impact to wetlands or critical habitat
- » **SAFETY:** 38 conflict points (24 crossing, 14 merging)
- » Best meets purpose and need and goals of the project
- » Unconventional interior ramps
- » Access to 34th Avenue maintained